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INFORMATION REPORT

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SUPPLEMENT REPORT NO.

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1. Attachment I is a sketch made on 1 May 1952 of the Danube River at the Yugoslav-Hungarian frontier near Mohacs. All Yugoslav barges entering Hungarian waters are stopped by Hungarian motor patrol boats and escorted to a pontoon wharf at Kilometer 1436, where they are subjected to a search generally lasting from three to four hours. This search is conducted even when the barges are merely passing up the river in transit to Austria. After the search has been completed, a Hungarian customs official is placed aboard each tow and accompanies it all through the Hungarian stretch of the river. A friendly Hungarian customs officer remarked on 1 May 1952 that there were between 1,500 and 2,000 Soviet troops in Mohacs.

Key to the sketch I:

- (1) Border control pontoon wharf at Mohacs.
- (2) Six motor patrol boats of the Hungarian Navy.
- (3) Tents for the accommodation of the crews of the patrol boats.
- (4) Wooden barracks used by lumbermen.
- (5) Barbed wire along the frontier.
- (6) Hungarian observation post, 12 to 15 meters high, generally occupied by two guards.
- (7) Yugoslav motor patrol boat.
- (8) Concrete bunker, eight meters high
- (9) Yugoslav observation post, similar to the Hungarian one.
- (10) Yugoslav military barracks, constructed of bricks.

2. The military camp which was observed on 5 April 1952, directly above Duna -

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Szekes5 on the right bank of the Danube (Kilometer 1460), was discovered on 1 May 1952 to be no longer in existence. The barracks had been dismantled and the troops withdrawn. The ferry was still operating there, but for civilian purposes only.

3. Baja (Kilometer 1480) was reported to be little changed on 1 May 1952. There were only some 8 or 10 Russian motor patrol boats remaining in the Sugavica Channel. (On 6 April 1952, some 20 to 25 had been observed.)
4. It was learned on 2 May 1952, that some six or seven military trains passed over the bridge at Dunafoldvár (Kilometer 1561) every day.
5. On the right bank of the Danube above Budavak (sic. Budafok?), between Kilometers 1623 and 1633, two new, large military barracks were observed on 3 May 1952 to be in the process of construction. Two existing three-story buildings in the area were being renovated. The work was undertaken by civilian laborers under a strong military guard.
6. Some 800 to 1,000 meters above the construction site, also on the right bank of the Danube, were some U-shaped wooden barracks housing between 3,000 and 4,000 troops. Hauled up along the shore by the barracks were 200 or more steel pontoons for the construction of bridges and approximately 50 Kovács-type motorboats. In the water were seven large pontoons equipped with motors. These could be used for transporting troops and construction equipment and hauling the smaller bridge pontoons. (The Kovács motorboats and the self-propelled pontoons are traced in sketch II.) On previous Danube trips [redacted] noticed only a small guard unit at this place. The large force of engineers observed on 3 May 1952 must have arrived during April 1952.
7. During the morning of 3 May 1952 a Hungarian tow, consisting of two 650-ton barges and pulled by a 250-300 horsepower tug, was observed at Kilometer 1634 on its way downriver. The barges contained two motorboats each and a total of 500 to 600 Hungarian soldiers, as well as small arms and cases of ammunition. Two or three Soviet officers were accompanying the troops. The names [redacted] of the tug and barges were removed.
8. On 4 May 1952, another Hungarian Army barge tow was observed at Kilometer 1684 or 1685, heading downstream and consisting of a tug and two barges containing approximately 1,000 troops armed with automatic rifles.
9. On passing through Esztergom (Kilometer 1718) on 4 May 1952, the travelers noted that the Russian motor patrol boats which had been observed there on 11 April 1952, were now gone from the canal in which they had been moored.
10. On the left bank of the Danube, some 10 kilometers below Komárom, two barracks, some 80 to 100 meters long, were observed to be under construction on 5 May 1952. Soldiers were engaged in the building work.
11. On the 5 May 1952, between 3,000 and 5,000 troops were observed encamped on the island of Raabar at Kilometer 1795. The soldiers, who were apparently infantrymen, were accommodated in tents. Some of the tents were also pitched on the right bank of the river across the island.
12. At Kilometer 1815 or 1817 another Hungarian Army encampment was observed. Ten barracks and over 200 tents were noted in the woods on the right bank. This camp was larger than the one on and near the island of Raabar: perhaps 5,000 men were quartered in this camp.
13. On the left bank of the Danube at Kilometer 1813, six naval motorboats were observed to be moored on 5 May 1952. Nearby were some 500 troops, lodged in wooden barracks. (See sketch III).
14. On the left bank of the river at Kilometer 1978 some 16 Soviet naval gunboats including the flotilla flagship, were observed on 5 May 1952. Some 150 to 200 Russian sailors were quartered in tents on the shore. (See sketch IV.)
15. On 6 May 1952 Yugoslav tows were still being checked at the village of Au (Kilometer 2107) for propaganda material, hidden arms, and unauthorized passengers. The check took approximately two hours. Six Russian naval motor

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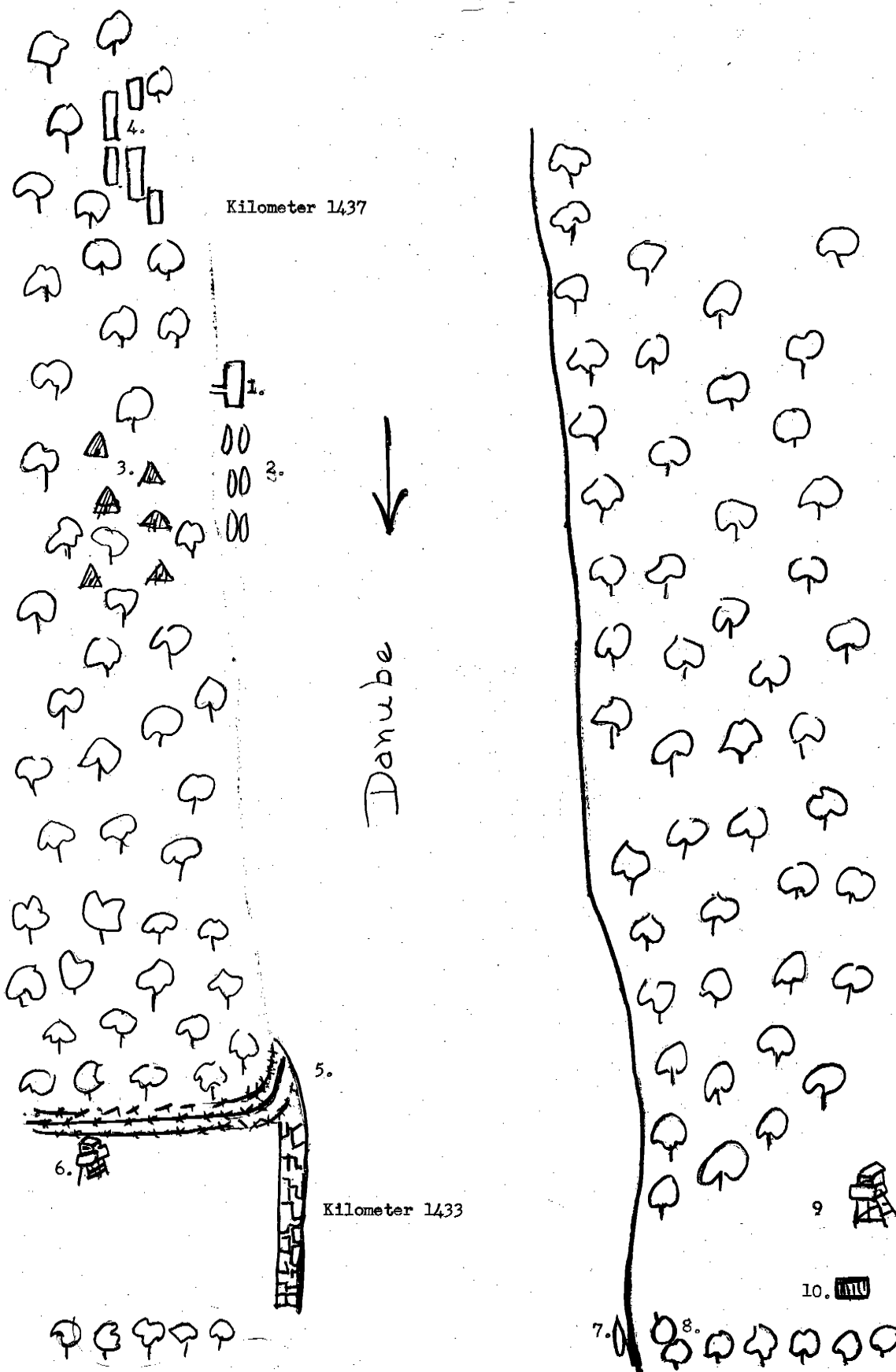


boats were moored near Au (see sketch V), and a Russian army unit was established in a tent camp by the moored vessels. Eight medium tanks, partially camouflaged with branches, were drawn up in a row behind the cantonment. The Soviet military and naval personnel were said to be under the command of a headquarters at Mauthausen (Kilometer 2112), whence they drew their supplies.

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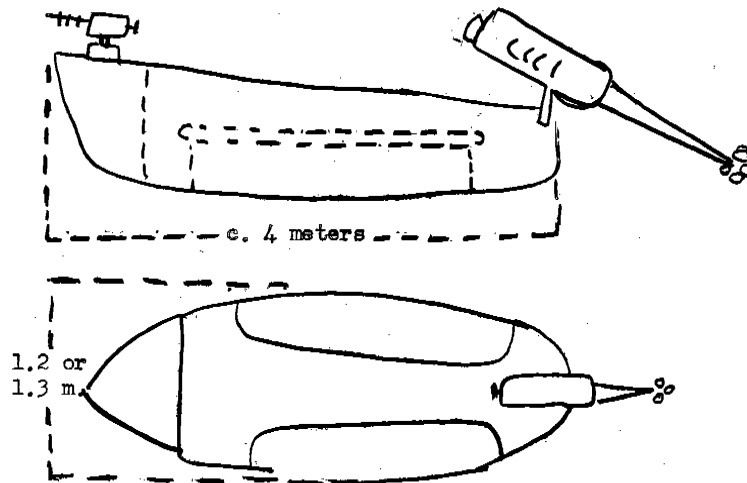


SKETCH I
The Danube at the Yugoslav-Hungarian Frontier

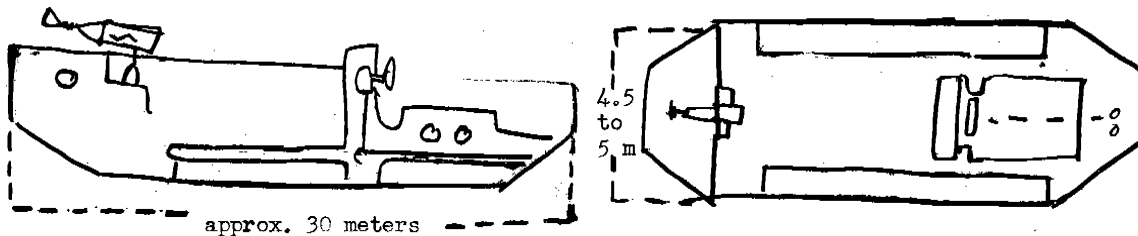




SKETCH II



Kovacs-type motorboat: Carries 15 to 20 men at a speed of 30 to 35 kilometers per hour. Powered by large outboard motor built by the Kovacs plant in Budapest.



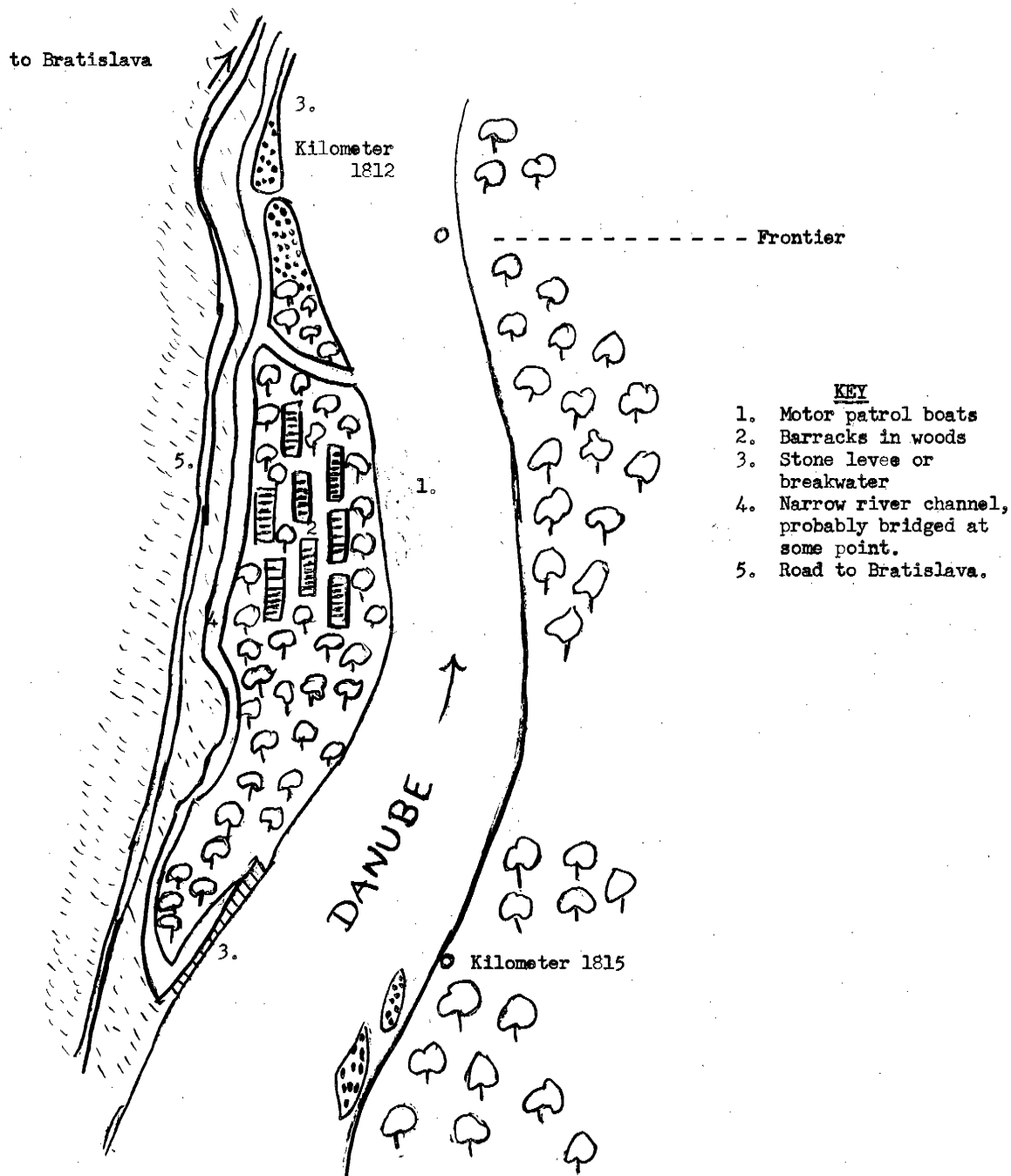
Pontoon vessels: Carry 150 to 200 men at speed of 20 to 25 km. per hour downstream; 100 or 120 HP engines; mount one heavy machine gun; very shallow draft.

(Reference to the above craft is made in paragraph 6.)



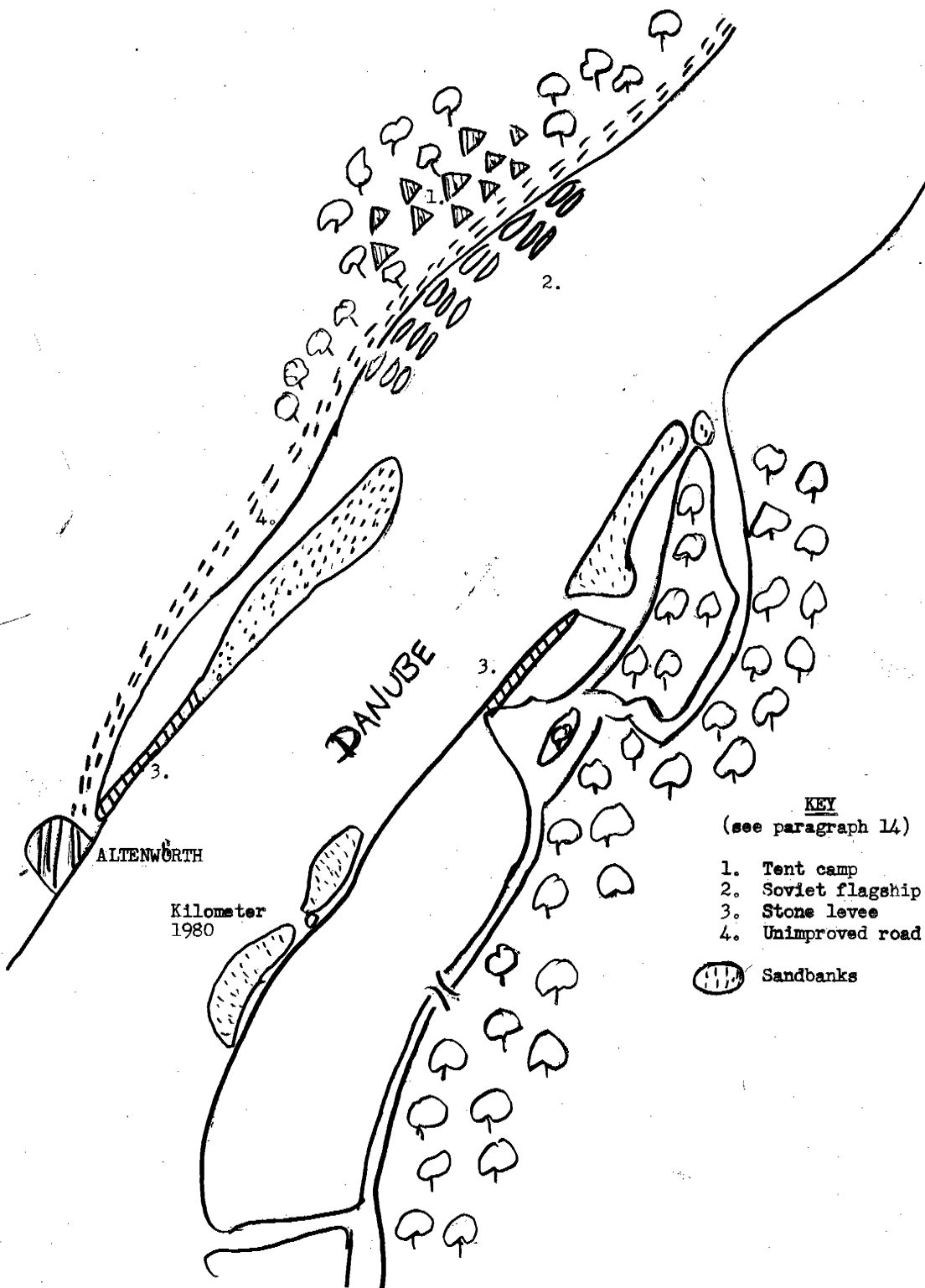
SKETCH III

The Danube at the Czechoslovak-Austrian
Frontier
(see para. 13)



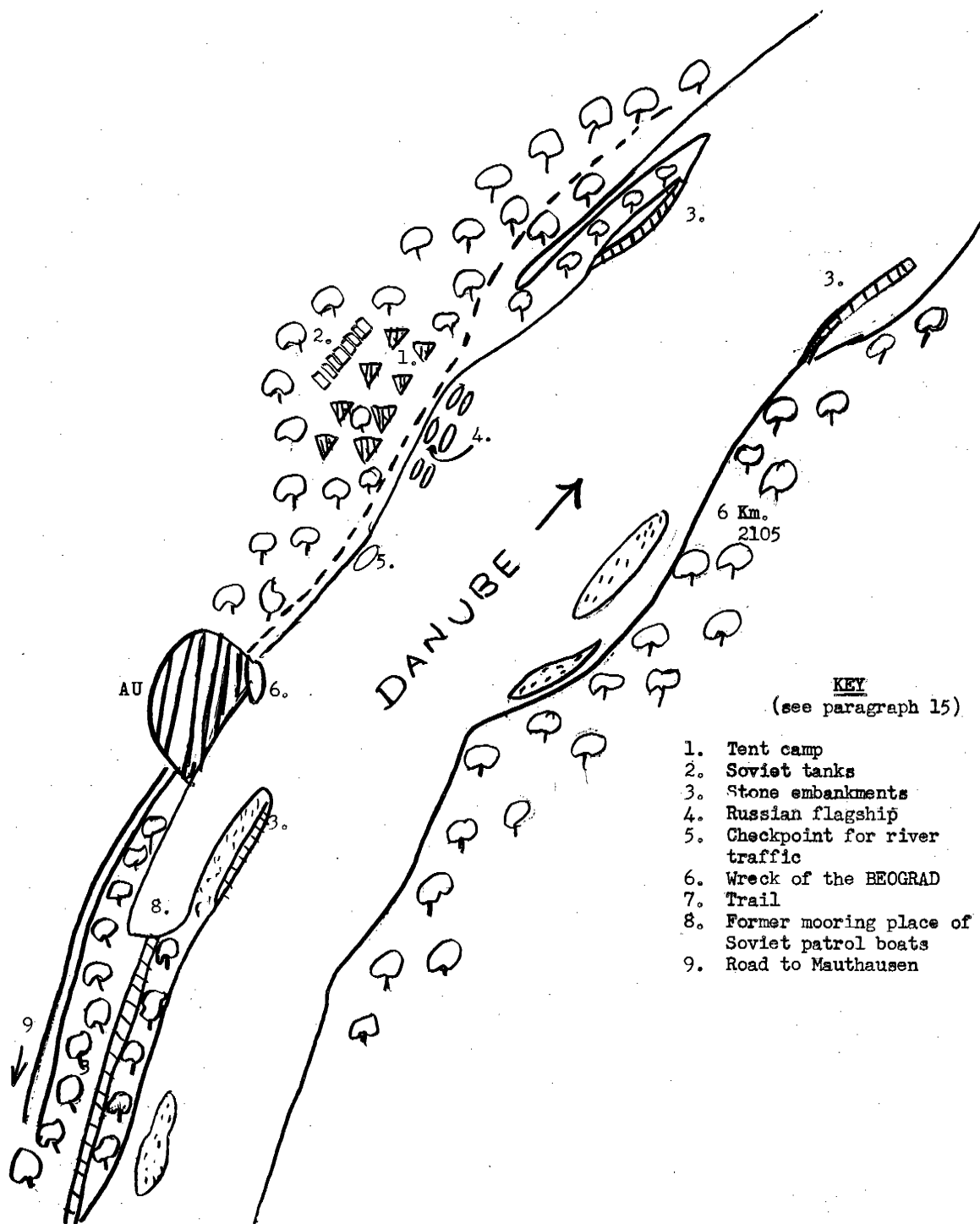
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SKETCH IV



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SKETCH V



KEY
(see paragraph 15)

1. Tent camp
2. Soviet tanks
3. Stone embankments
4. Russian flagship
5. Checkpoint for river traffic
6. Wreck of the BEOGRAD
7. Trail
8. Former mooring place of Soviet patrol boats
9. Road to Mauthausen

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